



U.S. Department
of Transportation

**Federal Highway
Administration**

Eastern Direct
Federal Division

1000 North Glebe Road
Arlington, Virginia 22201

OCT - 4 1983

Refer to:
HPC-15

STAT

Chief, New Building Project Office
Room 4E50, Headquarters Building
Central Intelligence Agency
Washington, D.C. 20505

Dear [redacted]

STAT

Enclosed is a copy of the meeting notes of our September 6 meeting in your office. Any comments or corrections you may wish to offer regarding the meeting notes would be appreciated.

If we can be of further assistance, please call.

Sincerely yours,

Roy M. Gandy
cc H. C. Wieland
Division Engineer

Enclosure

[redacted]
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OL 20709-83

MEETING NOTES

September 6, 1983

Central Intelligence Agency/Federal Highway Administration
Langley, Virginia

The following personnel participated in a meeting at the Central Intelligence Agency (CIA) Headquarters at Langley, Virginia, on September 6, 1983, to discuss proposed roadway access improvements to the CIA Headquarters site:

Central Intelligence Agency

[redacted] Chief, New Building Project Office, 703-351-4246
Deputy Chief, New Building Project Office

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Federal Highway Administration

Thomas O. Edick, Direct Federal Program Administrator, 426-0456
Norman Loeffler, Chief, Engineering & Operations
Harold C. Wieland, Division Engineer, 557-9070
Otto Mayr, Project Development Engineer
Roy M. Crawford, Planning and Coordination Engineer

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The meeting was opened by [redacted] who explained that CIA proposed an expansion of their Headquarters site which would require access improvements in both the South and North entrances. They expressed a desire for any technical help or ideas on how best to develop needed transportation improvements and overcome some of the problems and public concerns.

This expansion has been under study for a couple of years, during which time the public has been involved. Also, Senator Warner and Congressman Wolf have been involved.

The expansion will involve constructing a new office building and a multi-level garage. The net effect on transportation will be the addition of some 1,000 parking spaces and improved access.

The current and projected split of traffic is 60 percent from the south or Virginia Route 123, and 40 percent from the north or the George Washington Memorial Parkway. Charts were presented which show total ADT to and from the CIA facility at about [redacted]

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The CIA has been working with the Virginia Department of Highways and Transportation (VDH&T) for the past 2 years on improvements needed for the South Access. A public meeting was conducted on the expansion plans, including transportation impacts and initial concepts for access improvements. Some

opposition has been raised by groups bordering Virginia Route 123 who thought that there had not been adequate consideration to the transportation management plan. Some favor having all increased traffic use the North Access and/or greater use of bus and high occupancy vehicles. Agreement has been reached with VDH&T to manage the design and construction of the improvements on the South Access. The firm of Dewberry & Davis of Fairfax, Virginia, has been selected as a consultant for VDH&T. The scoping process for the Dewberry & Davis contract requires that they also review and recommend any improvements needed at the following locations:

1. South Access and Virginia Route 123
2. Virginia Route 193 and Virginia Route 123
3. Virginia Route 193 and Beltway I-495
4. North Access and George Washington Memorial Parkway
5. George Washington Memorial Parkway and Beltway I-495

The CIA has also been working with the National Park Service (NPS) for the past 2 years on improvements needed on the North Access at the George Washington Memorial Parkway. The NPS has requested that the FHWA (EDFD) study the improvements needed at the Parkway. This study was furnished to the NPS on April 21, 1983. Recently, the NPS has selected Alternative "D" which includes an alignment shift of the out-bound lanes into the medians and extension of the CIA-Fairbank acceleration lane. The NPS has requested that FHWA update the estimate to include a "stone faced" median barrier. This estimate is being prepared and could be in the range of \$1 million. This improvement would be funded by the CIA.

The FHWA offered assistance in reviewing any of the traffic proposals or layouts that could be provided by Dewberry & Davis and/or VDH&T. [] indicated this may not be necessary.

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The building expansion (subject to funding approval) is expected to be completed in 1986. The roadway access improvements should be completed at that time also.

The CIA desires that only one of the two accesses be under construction (improvement) at any one time. It will be 1985/1986 before the VDH&T will get the construction (improvement) underway on the South Access. The FHWA/NPS could possibly get the construction (improvements) underway on the North Access in late 1984 or early 1985. The FHWA pointed out that the North Access work could be staged so as not to interfere with either CIA or Parkway traffic.

The location of the CIA facility is in a less populated part of Northern Virginia; therefore, home to work destinations and existing road systems are not conducive to increased ride sharing or use of limited public transportation. CIA attorney [] has researched the possibility for CIA furnished shuttle service from the closest Metro terminals or satellite parking. Subsequent followup by FHWA Chief Counsel (Jim Dann) has verified CIA's determination that agency operating funds cannot be used for home to work travel. The only possible relief would have to come from special legislation.

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There are no further actions required by FHWA until CIA makes a further request for assistance.